

## **STAKEHOLDER MEETING SUMMARIES**

### **TOWN OF SAHUARITA AREA TRANSPORTATION STUDY**

- Town of Sahuarita
- Pima County Department of Transportation
- Arizona State Land Department
- Town of Sahuarita Police Department and Green Valley Fire Department
- Sahuarita Unified School District
- Sahuarita Christian Academy
- Diamond Ventures
- Robson Developments
- Park Corporation and Twin Buttes
- Freeport McMoRan
- Rancho Sahuarita
- Farmers Investment Company

*ADOT Planning Assistance for Rural Arizona*  
**2009 Town of Sahuarita Area Transportation Study**

Contract T0849U0001  
Purchase Order PG TD 0250  
Task Assignment TPD15-09

**Town of Sahuarita Stakeholder Meeting**  
**February 11, 2009**  
**Town of Sahuarita Public Works Department**  
**2:00 p.m. – 3:00 p.m.**

**Attendance**

Charlene FitzGerald, *ADOT MPD (Project Manager)*  
Dave Pfordt, *Town of Sahuarita*  
Larry Dobrosky, *Town of Sahuarita*  
James Stahle, *Town of Sahuarita*  
Farhad Moghimi, *Town of Sahuarita*  
John Neunuebel, *Town of Sahuarita* Brent Crowther, *Kimley-Horn & Associates, Inc. (Project Manager)*  
Mary Rodin, *Kimley-Horn & Associates, Inc.*

**Meeting Summary**

The meeting with Town of Sahuarita representatives was held on February 11, 2009 at the Town of Sahuarita Public Works Department. The meeting began at 2:00 p.m. and adjourned at 3:00 p.m. Brent Crowther provided an overview of the transportation study. Key points were:

- This ADOT funded project is an update of the 1999 Transportation Study.
- Three planning horizons are being examined: 5 year, 10 year, and 30 year.
- The new study will be multi-modal.
- A major streets and routes plan will be developed for the Town.
- The project team is working to coordinate with key stake holders in the area in order to find out about transportation needs and deficiencies and to determine whether the socioeconomic data used in the transportation models is as accurate as possible.

**Overview of Meeting Discussion**

The Town of Sahuarita representatives provided the following input on the project:

- John Neunuebel is working on a 5-year population and employment projection with the Pima Association of Governments.
- Additional stakeholders to contact include:
  - ✓ Southwest Ambulance
  - ✓ Rural Metro
  - ✓ Continental School District
  - ✓ Green Valley Community Coordinating Council – contact them as a courtesy

- ✓ Union Pacific Railroad- considers adding them to the Technical Advisory Committee

### Discussion about Developments and Future Road Facilities

The Town staff reviewed a large area map of the study area and discussed the following developments, development considerations, and transportation needs:

- Hook M Development - this is located on the east edge of the study area and is being developed by Diamond Ventures. This development is planned to include 3,000 residential units.
- Areas that may be annexed into the Town include:
  - ✓ State land to the east
  - ✓ Sahuarita Highlands
  - ✓ Area by Twin Buttes Road
  - ✓ Mission Peaks (American Nevada Corporation) -there is a problem with access because this development would require 8 lanes on Helmet Peak Road, which is not acceptable to the Town. Alternative access is required.
  - ✓ Sahuarita Park - There is an agreement for this area to become Sahuarita School District property, as well as some land to the south.
- Mission Road will be a critical facility.
- Helmet Peak Road and El Toro Road will be major arterials.
- Sahuarita Road - widening can have impacts to the school district.
- Pima Mine Road - ADOT is doing a study of the I-19/ Pima Mine Road interchange. This road could provide a significant parallel system for Sahuarita Road. In the future, it could be a super arterial from I-19 to Wilmot Road.
- Look carefully at the Lee Moore Wash constraints in planning road facilities.
- Super arterials in the future: Pima Mine Road and Sahuarita Road (to Mission Road).
- The Town representatives felt that there are not a lot of trucks on Sahuarita Road, because the principal traffic flow is north-south. There was discussion regarding previous comments from police and fire departments that there were heavy truck volumes on Sahuarita Road. Kimley-Horn will review freight studies by ADOT.
- West of Nogales Highway - Determine how many bridges would be needed over washes.
- There is a need for north-south routes east of the interstate. Kimley-Horn will review future travel demands.
- The route recommended by the PAG Loop Route study may be feasible. Also review other options.
- West of the I-19 consider a connection to La Canada Drive, between Sahuarita Road and Pima Mine Road.
- Improve Mineral Hill Road, from Pima Mine Road to the viewpoint area. This would serve the Mineral Discovery Center.
- Development may occur in the ASARCO mine area, between tailing pond and freeway.
- La Canada Drive is being relocated to Rancho Resort Boulevard at Sahuarita Road. This will provide better signal spacing.

#### East of I-19

- Rancho Sahuarita Boulevard serves as north-south arterial. The north end of Rancho Sahuarita Blvd. serves as collector for Red Point development.
- La Villita Road is planned to extend and connect to Nogales Highway. This project is in the Regional Transportation Authority (RTA) Plan.
- The River Corridor subarea and Town Center plan are important considerations.
- The Quail Crossing Blvd. extension will provide better access to Wal-Mart.

#### East of the Santa Cruz River

- Pima Mine Road, Sahuarita Road, and El Toro Road are critical connections in this area.
- There are no major north-south corridors between the Santa Cruz River and the east boundary of Sahuarita at this time.
- Campbell Road is a critical north-south connection. It will serve Madera Highlands and Quail Creek. Consider a connection to Whitehouse Canyon Road, north to Santa Rita Road.
- Nogales Highway, Old Nogales Highway and Santa Rita should all be arterials.
- Put the Santa Rita Experimental Range on maps for this project.

#### South of Sahuarita Road

- Consider another east-west road connection. A possibility may be to line up with Calle Julio and connect to Nogales Highway.
- The Sahuarita Gunnery Range should pose no constraints to developing a roadway alignment.
- Sahuarita Park Road was formerly a runway.

#### North-South

- Wilmot Road is planned to be a major arterial. There are RTA funds for this project.
- The Town assumed Swan Road would be developed, but this may be a problem with the loop alignment of Swan Road shown in the Verano plan.
- The Town advocates for a north-south connection in this area – Swan Road would make sense.
- Further east, provide a north-south connection for Andrada Road. The connection may be Harrison Road. Mann Road is not feasible.
- In the Diamond Ventures Plan, they have to set aside right-of-way for a north-south road. Diamond Ventures says Country Club is a cleaner connection. However, Alvernon Way may be more feasible.
- There is a need for more access to serve future development. Extend Wilmot Road and provide another north-south connection further south of Sahuarita Road.
- With respect to phasing-it may take 40 years for the eastern area to fill in, however, there is a need to identify ROW for roads now and plan for infrastructure.

### Transit and Light Rail

- There are 2 primary areas for internal circulator transit service-the Sahuarita Road /Town Center area and the Duval Mine Road area.
- There is a need for a transit connector in the future-perhaps a bus rapid transit system to Nogales (this would be long-range project).
- Internal circulator and connector service will be provided through the RTA.
- Other future transit service needs – the area being developed by America Nevada Corporation and the State Trust land to the east.
- FICO is interested in light rail service. A future vision is for a light rail connection to Tucson and Nogales.
- There are two major railroad spurs- could they serve for transit. Focus on “dreaming big.” A light rail service could also serve commuters to the Raytheon area.
- Find out what the Union Pacific Railroad has in mind for rail improvements - are they planning to double track through the Town?
- Railroad sidings- they are at Quail Creek and Madera Highlands.
- Need railroad “Quiet zones” near Madera Highlands and Quail Creek.
- The area near White House Canyon Road requires track improvements.

### Airports

- Flying Diamond Airpark and Ruby Star Park – provide roads to support these facilities. This is an issue because interest has been expressed for a public airstrip for private airplanes. Not a major industrial airport. In the future there may be more commuter activity.

### Trails, Pedestrian and Equestrian Facilities

- The Town has a rudimentary trails plan. There is a Master Plan. The Town anticipates that De Anza Trail will be fully developed and there will be east-west connectivity to the trail.
- All roads are required to have sidewalks.
- Equestrian facilities planned from the FICO property to Sonoita.
- The De Anza Trail will accommodate equestrians, also.
- ATV Trail system because people ride the river. Noise is a problem.

### Other Considerations

- Connect Anamax Mine Road to a better system.
- The Park Corporation development could turn into an employment center. Consider a new road connection to Mission Road (it is a private road right now). Some day it may need access. A consideration is how to get heavy truck traffic in and out.
- Document the status of the 1999 Small Area Transportation Study recommendations. Determine if the recommendations that were not implemented should be recommended in this study.
- Development of a Major Streets and Routes Plan is an important outcome of the study.
- Funding for the phased plan of improvements will be important.
- Give the Sahuarita Town Council a briefing at the end of April.
- The Town has public involvement process requirements – check with Gordley Design and make sure the public involvement process for this study is consistent.

The meeting was adjourned at 3:00 p.m.

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2009 Town of Sahuarita Area Transportation Study

Contract T0849U0001  
Purchase Order PG TD 0250  
Task Assignment TPD15-09

**Pima County Stakeholder Meeting**  
**February 18, 2009**  
**1:00 p.m. – 2:00 p.m.**

**Attendance**

Robert Young, *Pima County Department of Transportation*  
Maggie Smith, *Pima County Department of Transportation*  
Brent Crowther, *Kimley-Horn & Associates*  
Mary Rodin, *Kimley-Horn & Associates, Inc.*

**Meeting Summary**

A meeting was held with Robert Young and Maggie Smith on February 18, 2009. The conversation began at approximately 1:00 p.m. and ended approximately 2:00 p.m. Mary Rodin and Brent Crowther provided an overview of the transportation study. Key points were:

- This ADOT funded project is an update of the 1999 Transportation Study.
- Three planning horizons are being examined: 5 year, 10 year, and 30 year.
- The new study will be multi-modal.
- A major streets and routes plan will be developed for the Town.
- The project team is working to coordinate with key stake holders in the area in order to find out about transportation needs and deficiencies and to determine whether the socioeconomic data used in the transportation models is as accurate as possible.

**Overview of Meeting Discussion**

Robert Young and Maggie Smith provided the following input:

- The County is in the process of updating the County Major Streets and Routes Plan, which is scheduled to be completed this summer. The County is matching it with the City of Tucson Major Streets and Routes Plan in the southeast area. The Southeast Area Arterial Study is generally being shown in this area, by both the City and the County. The City Major Streets and Routes Plan shows the county roads in dashed lines, which correspond to the Southeast Area Arterial Study routes in this area.
- The Lee Moore Wash Study has identified drainage constraints in the southeast area – road corridors in these areas can be shifted.
- The County has recently reached an agreement on the Swan Southlands area (Verano development). The major access route is on Wilmot Road. The developer is responsible for a 4-lane connection on Wilmot Road, and is dedicating 150 feet of right-of-way. They are also responsible for a 4-lane connection on Swan Road; however, this is a curving connection

that eventually intersects Wilmot Road. The developer is also dedicating right-of-way for a straight north-south connection of Swan Road.

- The development is surrounded on three sides by the City of Tucson. Dawn Road is on the south side of the development.
- There are a number of wildcat subdivisions on Sahuarita Road. This is a potential constraint for road development.
- There was a Sahuarita Comprehensive Plan amendment in early 2008 for the large State Trust Land parcel.
- Another development is the Hook M development- this is east of the State Trust land parcel. It is east of Wilmot Road and south of Andrada Road.
- There was a discussion of the potential of an El Toro Road connection as a reliever route for Sahuarita Road. The Mission Peaks development traffic study will be analyzing this as an alternative to loading Sahuarita Road.
- Robert Young noted that he had been to a recent meeting to discuss alternatives for the I-19/ Pima Mine Road interchange. The alternatives were narrowed down to two alternatives. He mentioned that a problem was that it is unclear what future traffic volumes will be on Pima Mine Road to the east in the future. He said the railroad representative said that there will be no at-grade rail crossings in the future.
- The railroad representative said that the Rancho Sahuarita / Pima Mine Road rail crossing was illegal.
- There was a question about whether the Sahuarita Road widening project will include a grade-separated railroad crossing.
- There is a Houghton Road /Sahuarita Road improvement project underway.

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**Stakeholder Meeting**  
**Arizona State Land Department**  
**February 12, 2009**  
**Kimley-Horn and Associates**  
**2210 East Fort Lowell Road, Suite 200**  
**Tucson, AZ 85719**  
**9:00 a.m. – 9:50 a.m.**

**Attendance**

Charlene FitzGerald, *ADOT MPD (Project Manager)*  
Tim Bolton, *Arizona State Land Department (ASLD)*  
Brent Crowther, *Kimley-Horn & Associates, Inc. (Project Manager)*  
Mary Rodin, *Kimley-Horn & Associates, Inc.*

**Meeting Summary**

The meeting with the Arizona State Land Department was held on February 12, 2009 at the Kimley-Horn offices. The meeting began at 9:00 a.m. and adjourned at 10:00 a.m.

Brent Crowther explained that the purpose of the meeting was to obtain input on development planning with respect to ASLD parcels, and obtains input on road improvements to serve the planned land uses.

**Meeting Discussion**

Tim Bolton had the following comments about development plans for ASLD parcels:

Mission Peaks Area

- There is a 640 acre parcel that is part of the Mission Peaks and Comprehensive Plan Amendment. Originally this plan had two plan amendment applications in two jurisdictions, Pima County and Sahuarita. The plan amendment has been pulled from the County process and is in the Specific Plan stage with the Town of Sahuarita.
- The main point of access is planned to be Helmet Peak Road. Twin Buttes Road may be the secondary point of access.



#### State Land parcels in the east part of the study area

- This area is primarily a mixed use designation, with development concentrated at Sahuarita Road and Wilmot Road.
- It is anticipated that the density will decrease as you move further north or south from Sahuarita Road.
- The ASLD is assuming that Sahuarita Road and Wilmot Road will be heavily used and will be major routes.
- The use of Country Club and Swan Road depends on the use of the planned Verano development, north of the Town.
- There are drainage constraints in the Lee Moore Wash area, particularly the Gunnery Wash Corridor. This is a 1000-1200 foot wide wash. When the Lee Moore Wash study is complete, large flow corridors will be defined, allowing for potentially more development in areas outside of the flow corridors. The flow corridors will be large.
- Regarding the timing for development in this area, there are other competing areas in the region that have better infrastructure in place. Examples are the Houghton Road Master Plan area, Marana, and Red Rock. Therefore, development may be later in this area.
- It was felt that the 16,000 population in this area is reasonable for gross build out, not considering the drainage right-of-way required after the Lee Moore Wash Study is complete.

#### Other Information

- The ASLD has a State General Plan. In the east Sahuarita area, there were two previous conceptual plans; an early 1990s WLB plan for 80,000 acres of Southlands, and in the late 1990's there was a URS study for this area. The ASLD General Plan is a refinement of those studies.
- The Santa Rita Experimental Range area will never develop. He can send the project team a map of the Santa Rita Experimental Range. The ASLD would be opposed to development near the boundary of the Experimental Range. Development south from Sahuarita Road would likely go less and less dense as one approaches the Experimental Range.
- The ASLD parcel south of Pima Mine Road is centrally located and can develop in a number of ways. Go with Town of Sahuarita input on that.
- Swan Road is more solidified as an alternate north-south route.
- Contact Chuck Williams at Stantec for information on the Lee Moore Wash Study and Brian Scurvin at Stantec for GIS data.
- Diamond Ventures is at a greater level of development than the ASLD, they may have identified more constraints and opportunities for certain routes.

- Pima County is planning to do a study similar to the Southwest Infrastructure Study in the Southlands area.
- He would like to be a stakeholder, but was not sure about being a TAC member. Charlene FitzGerald explained the benefits of remaining on the mailing list for the TAC, which would allow him the review studies and meeting minutes, even if he did not attend the meetings.

The meeting was adjourned at 9:50 a.m.

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**Green Valley Fire Department and  
Town of Sahuarita Police Department Stakeholder Meeting  
February 11, 2009  
Town of Sahuarita Public Works Department  
10:00 a.m. – 11:00 a.m.**

**Attendance**

Charlene FitzGerald, *ADOT MPD (Project Manager)*  
Dave Pfordt, *Town of Sahuarita*  
Bill Bohling, *Assistant Fire Chief, Green Valley Fire Department*  
Chief J. Harris, *Town of Sahuarita Police Department*  
Sgt. M. McGlone, *Town of Sahuarita Police Department*  
Lieutenant Jim Gerrettie, *Town of Sahuarita Police Department*  
Brent Crowther, *Kimley-Horn & Associates, Inc. (Project Manager)*  
Mary Rodin, *Kimley-Horn & Associates, Inc.*

**Meeting Summary**

The meeting with the Green Valley Fire Department and the Town of Sahuarita Fire Department was held on February 11, 2009 at the Town of Sahuarita Public Works Department. The meeting began at 10:00 a.m. and adjourned at 11:00 a.m. Brent Crowther provided an overview of the transportation study. Key points were:

- This ADOT funded project is an update of the 1999 Transportation Study.
- Three planning horizons are being examined: 5 year, 10 year, and 30 year.
- The new study will be multi-modal.
- A major streets and routes plan will be developed for the Town.
- The project team is working to coordinate with key stake holders in the area in order to find out about transportation needs and deficiencies and to determine whether the socioeconomic data used in the transportation models is as accurate as possible.

**Overview of Meeting Discussion**

The Fire Department and Police Department representatives provided the following input:

- A new fire station is planned to be constructed in the Quail Creek area, as well as a replacement for an existing station. There is also one fire station on Duval Mine Road.
- Rural Metro also provides fire department services in Sahuarita. Southwest Ambulance is another contact that provides services in the area.
- Golf carts are used between the Rancho Resort area and Fry's supermarket.

- When there is an accident on I-19, traffic diverts to Duval Mine Road and Nogales Highway. Traffic backs up on Duval Mine Road, and turns into a “parking lot”. Nogales Highway can’t support the diverted traffic either. There can be a 6-7 mile backup, because of the stop sign control. In the last roadway closure, not only Nogales Highway but Old Nogales was congested. The intersection of Nogales Highway and Old Nogales Highway is a chokepoint.
- There are also train delays – four trains per day to Nogales, and 1-2 trains per day to the mines.
- There are preempting systems on all the traffic signals. They can use a plug-in switch on the new traffic signals, if needed.
- There is no frontage road capacity. La Canada Drive is used as an alternate route. Mission Road is also used as an alternate route, but it is slow. Ideally La Canada Drive could be extended to Pima Mine Road.
- The police representative said that it was tough to respond to calls on Pima Mine Road, because of congestion.
- An issue is traffic and access on Sahuarita Road to the schools and the police station. A planned hospital is on hold; however, it will be in the 30-year plan.
- Sahuarita Road is used as a freight bypass to I-10. Trucks are avoiding a checkpoint on SR 83. There is a need for an east-west high capacity corridor. In the AM, there is a steady level of traffic going west. In the PM peak period, there is commuter traffic heading east.
- Wilmot Road will be paved eventually. When this happens, trucks will use this road.
- Pima Mine Road connectivity to Wilmot Road is needed. Currently it is a jeep trail.
- Connect El Toro Road through to the east. It would reduce the burden on Sahuarita Road.
- Mission Road will become important in the future.
- The mine is making improvements for a development center. Increased mining activity means increasing rail activity. The Union Pacific Railroad may be double tracked some day.
- The Port of Entry at Nogales is increasing federal employment. Some of these employees live in Sahuarita.
- The intersection of Pima Mine Road and Nogales Highway needs improvements.
- The intersection of Old Nogales/ Nogales Highway needs improvements.
- Quail Crossing Extension is a needed improvement- even if it is at-grade with the Santa Cruz River crossing initially.
- The Fire Department is wired for preemption, which is very important. The Police department does not have preemption currently.
- When the Mission Peaks area is developed, there will be a police substation near Mission Road. The build out is 15-20 years.
- Sahuarita School District access to La Villita Road is needed to provide an alternative access to Sahuarita Road. Alternative access is needed right now for the school and Town Center area. Extending Desert Gem Road straight south may be an option.

The meeting was adjourned at 11:00 a.m.

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**Sahuarita Unified School District Stakeholder Meeting**

**February 17, 2009**  
**Sahuarita Unified School District**  
**350 W. Sahuarita Road**  
**9:00 a.m. – 10:00 a.m.**

**Attendance**

Dr. Jay St. John, *Sahuarita Unified School District*  
Mary Rodin, *Kimley-Horn & Associates, Inc.*

**Meeting Summary**

The meeting with the superintendent of the Sahuarita Unified School District was held on February 17, 2009 at the School District Office, Building 10 at 350 West Sahuarita Road. The meeting began at 10:00 a.m. and adjourned at 11:00 a.m. Mary Rodin provided an overview of the transportation study. Key points were:

- This ADOT funded project is an update of the 1999 Transportation Study.
- Three planning horizons are being examined: 5 year, 10 year, and 30 year.
- The new study will be multi-modal.
- A major streets and routes plan will be developed for the Town.
- The project team is working to coordinate with key stake holders in the area in order to find out about transportation needs and deficiencies and to determine whether the socioeconomic data used in the transportation models is as accurate as possible.

**Overview of Meeting Discussion**

Dr. St. John had the following input:

- The school district is very large, and it encompasses 606 square miles. The boundaries are approximately:
  - North - South of Papago Road,
  - East - Wilmot Road
  - South - Arivaca Road
  - West - Sierrita Mountains
- The Green Valley area is not in the school district- that is part of the Continental School District.
- There are 5,000 students enrolled in the district. There is also a Kindergarten through 6<sup>th</sup> grade school in Amado.

- De Anza Trail School (outside of the main campus) has 1380 students.
- 47 buses service the main campus. They enter the school rounds twice in the morning (7:30 and 8:30 AM). They exit at 2:30 and 3:30 PM. The buses use a loop road and stop along the loop to drop off at the schools on the main campus. The loop road is for school bus and maintenance traffic exclusively.
- 3,000 of the 3,500 children are bused to school and the rest are driven. There are very few walkers.
- There are 500 employees on the main campus, and approximately 600 employees, including De Anza Trail School. There are 20 employees at the Amado school. Some of the staff reports to the main campus then go to the De Anza campus, such as some of the maintenance staff and cafeteria workers.
- The main campus is at capacity now. In approximately 4 months, there will be a ground breaking for an elementary school and high school near a park site north of Sahuarita Road, near Country Club Road. The park area, formerly owned by Pima County, will be used as playing fields and park facilities for the school. The schools are anticipated to be completed in August 2010. This time frame is dependent on funding. The estimated enrollment will be 863 students at the high school and 600 students at the elementary school. Employees will be in the 100 to 120 range (total for both schools).
- When Mission Peaks is developed, they are planning to build two schools in that area. The development is in the platting stages now.
- Charles Oldham would be a good person to talk to. He has lived here for 40 years, and was also on the Town Council.
- Traffic and roadway issues include:
  - There is a half mile segment of Sahuarita Road between the town boundary and the new park road- who will maintain, upgrade it?
  - Train crossing concerns are an issue. At Sahuarita Road/ Nogales Highway, the school buses extend over the train tracks when they stop at the red light. This is the only railroad crossing where buses don't stop.
  - River crossing concerns can be a transportation issue, although there has been only a few times over the years when flooding became a real problem, such as in 1983.
  - School bus stops are difficult in Rancho Sahuarita, because the streets are narrow.

The meeting was adjourned at 10:30 a.m.

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**Sahuarita Christian Academy Stakeholder Meeting**  
**February 17, 2009**  
**3:00 p.m. – 3:30 p.m.**

**Attendance**

David Lyons, *Sahuarita Christian Academy (by phone)*  
Mary Rodin, *Kimley-Horn & Associates, Inc.*

**Meeting Summary**

A phone conversation with a representative of the Sahuarita Christian Academy was held on February 17, 2009. The conversation began at approximately 3:00 p.m. and ended approximately 3:30 p.m. Mary Rodin provided an overview of the transportation study. Key points were:

- This ADOT funded project is an update of the 1999 Transportation Study.
- Three planning horizons are being examined: 5 year, 10 year, and 30 year.
- The new study will be multi-modal.
- A major streets and routes plan will be developed for the Town.
- The project team is working to coordinate with key stake holders in the area in order to find out about transportation needs and deficiencies and to determine whether the socioeconomic data used in the transportation models is as accurate as possible.

**Overview of Meeting Discussion**

Mr. Lyons provided the following input:

- The school is located 3 miles east of I-19 on Sahuarita Road. The school enrollment has doubled each year over the past three years. Currently they have 140 students, with 150 on the waiting list. They are in the process of developing a new school facility that will accommodate 400 students, and will be a LEED Gold Building. This will be the first LEED Gold K-12 school facility. It is planned to be completed in 12 months. It will be using 100% renewable energy – 80% solar and 20 % biomass. They are planning a bike path system on campus and will provide parking for bikes and alternative fuel vehicles. The school does not use school buses and there are no immediate plans for school buses.
- They are hopeful that the Department of Transportation will consider a mass transit stop. Currently they have a public school bus stop near the school.
- He is glad we are considering bike routes in the plan.

- Future plans include starting a distance education program for grades 3-12 school online, so that students could take online classes, but also travel to campus to participate in school activities, or take classes on a more limited basis.
- Eventually (over the next 5-20 years) they would like to grow to 3,000 students, and may possibly open a college campus, possibly in conjunction with an Arizona college.
- The back of their property may be used for a vocational /agriculture program, possibly including horses.
- The bulk of the school traffic may use Santa Rita Road in the future, as the Town expands.
- Mr. Lyons asked to be on the mailing list for the project, and for public meetings. He was interested in receiving information about the RTA plan for a circulator transit system. His email is [davidlyonmx@hotmail.com](mailto:davidlyonmx@hotmail.com)



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**Stakeholder Meeting**  
**Diamond Ventures**  
**February 10, 2009**  
**2:00 p.m. – 2:50 p.m.**

**Attendance**

Charlene FitzGerald, *ADOT MPD (Project Manager)*  
Robert Iannarino, *Diamond Ventures*  
Mary Rodin, *Kimley-Horn & Associates, Inc.*  
Dave Pfordt, *Town of Sahuarita*

**Meeting Summary**

The meeting with Robert Iannarino was held on Tuesday, February 10, 2009 at the Town of Sahuarita Public Works Department Conference Room. The meeting began at 2:00 p.m. and adjourned at 2:50 p.m.

Mary Rodin provided an overview of the transportation study. Key points were:

- This ADOT funded project is an update of the 1999 Transportation Study.
- Three planning horizons are being examined: 5 year, 10 year, and 30 year.
- The new study will be multi-modal.
- A major streets and routes plan will be developed for the Town.
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**Overview of Meeting Discussion**

Robert Iannarino provided the following comments:

- It would be useful to get major parties together to talk about needs for future corridors.
- The Stone House Development has 250 lots on 250 acres. This is a high end development.
- There is a commercial development, Madera Marketplace, in the Quail Crossing area.
- There is a 10-acre commercial parcel near Whitehouse Road.
- Annexation area - there is a development near the BLM, it has gone through a comprehensive plan amendment and has a cap of 3000 residential units.
- The other large planned development is Verano – this is a mixed use master planned development representing five sections of land. It has gone through a specific plan

process with Pima County. This development will have 10,000 dwelling units over 25 years.

- Wilmot Road development is in period 2.
- Barraza- Aviation to Wilmot Road- there is a joint venture for Wilmot Road improvements- it is based on a staged number of units.
- In 10 years, Verano will be active, more active than where the Hook M - Andrada Road Development is located.
- The Swan extension does not make sense because of the drainage constraints in the Lee Moore Wash area. The Lee Moore Wash Study describes this area, and the flow channels that will be created in the future.
- The Country Club Road extension makes sense; link the Country Club Road extension to Old Nogales Highway.
- There was a question about the status of the I-10 Bypass Study. Charlene FitzGerald explained that bypass alternatives are still under consideration.
- Diamond Ventures is a partner in Rancho Sahuarita.
- There is a multimodal component of the Verano development, particularly at Wilmot Road, near the state prison. Wilmot Road is emphasized on the Verano development.
- Infill is important, particularly with respect to the live/work /play concept.
- Freight transportation is an important consideration in this study.
- Deemphasize the Swan Road alignment- Country Club Road makes more sense.
- Another Diamond Ventures development that is on the fringe of the Sahuarita area is the Hook M development.
- Mr. Iannarino discussed some background on why the Papago Interchange was originally developed. He said that the originally development was planned in this area. He asked about the future of this interchange.
- Documents that are available include the specific plans for the developments and the Swan Southlands Study.
- He said that Rancho Sahuarita will likely have 2500 dwelling units in 2010 and 3,000 dwelling units in 2011.

The meeting was adjourned at 2:50 p.m.

*ADOT Planning Assistance for Rural Arizona*  
**2009 Town of Sahuarita Area Transportation Study**

Contract T0849U0001  
Purchase Order PG TD 0250  
Task Assignment TPD15-09

**Stakeholder Meeting**  
**Robson Developments**  
**February 10, 2009**  
**1:00 p.m. – 1:50 p.m.**

**Attendance**

Charlene FitzGerald, *ADOT MPD (Project Manager)*  
Lance Hanson, *B&R Engineering, Inc. (representative for Robson Communities)*  
Mary Rodin, *Kimley-Horn & Associates, Inc.*  
Dave Pfordt, *Town of Sahuarita*

**Meeting Summary**

The meeting with Lance Hanson was held on Tuesday, February 10, 2009 at the Town of Sahuarita Public Works Department Conference Room. The meeting began at 1:00 p.m. and adjourned at 2:00 p.m.

Mary Rodin provided an overview of the transportation study. Key points were:

- This ADOT funded project is an update of the 1999 Transportation Study.
- Three planning horizons are being examined: 5 year, 10 year, and 30 year.
- The new study will be multi-modal.
- A major streets and routes plan will be developed for the Town.
- The project team is working to coordinate with key stake holders in the area in order to find out about transportation needs and deficiencies and to determine whether the socioeconomic data used in the transportation models is as accurate as possible.

**Overview of Meeting Discussion**

Lance Hanson provided the following comments:

- Robson Communities plans to expand to the north. A two and one-half RAC density is planned on the State Land parcel.
- Connectivity to Sahuarita Road is one transportation problem. Connections to the north are needed. Country Club Road is already developed.
- Robson Communities are approved for 5,000 homes in the Quail Crossing area. The Stone House development is approved for 250 lots. The 30-year estimate of dwelling units in the TAZ is accurate. Quail Creek Community is age-restricted. Check the assumption of 2.4 persons per DU.
- Employment- Quail Creek Community has fewer than 100 employees. There is some employment and commercial area planned outside of the boundary of the TAZ. The

commercial development planned is on 50.5 acres, with 30,000 square foot of retail and RV storage for 200 spaces. A fire station is planned in this area.

- Robson Communities have right-of-way for a new crossing of Old Nogales Highway at Campbell Road. There is a public railroad crossing there. Campbell Avenue and the traffic circle are designed to legal (1914 rights). Right-of-way at Old Nogales Highway, the County vacated 400 foot of ROW for a potential crossing.
- North-South road connectivity on the east side of the railroad tracks is important. Include status of rail crossings from ADOT and Pima Association of Governments data.
- The future planned development to the north will be residential and comprise 4,000 dwelling units. It will be similar to the Quail Crossing development.
- Extending Country Club Road south would have environmental concerns. Mr. Hanson did not think that it would be feasible to extend Country Club Road south.
- The Santa Rita Experimental Range is a constraint. They have a repeat photography experiment that one can view online.
- Regarding pedestrian and bicycle needs - there is nothing formally planned. There are no sidewalks. Provide access to the De Anza Trail in the transportation plan.
- Regarding the development to the north-three years ago, Mr. Hanson wanted to build a road connection to support that development. It was approved for 5,000 dwelling units by 2020. He is not sure of the time frame for development to the north, under the current economic status.

The meeting was adjourned at 1:50 p.m.

*ADOT Planning Assistance for Rural Arizona*  
**2009 Town of Sahuarita Area Transportation Study**

Contract T0849U0001  
Purchase Order PG TD 0250  
Task Assignment TPD15-09

**Park Corporation and Twin Buttes Stakeholder Meeting**

**February 11, 2009**  
**Town of Sahuarita Public Works Department**  
**11:00 a.m. – 11:50 p.m.**

**Attendance**

Charlene FitzGerald, *ADOT MPD (Project Manager)*  
Dave Pfordt, *Town of Sahuarita*  
Harold Metz, *Twin Buttes Properties*  
Brent Crowther, *Kimley-Horn & Associates, Inc. (Project Manager)*  
Mary Rodin, *Kimley-Horn & Associates, Inc.*

**Meeting Summary**

The meeting with the representative of Twin Buttes Properties was held on February 11, 2009 at the Town of Sahuarita Public Works Department. The meeting began at 11:00 a.m. and adjourned at 11:50 a.m. Brent Crowther provided an overview of the transportation study. Key points were:

- This ADOT funded project is an update of the 1999 Transportation Study.
- Three planning horizons are being examined: 5 year, 10 year, and 30 year.
- The new study will be multi-modal.
- A major streets and routes plan will be developed for the Town.
- The project team is working to coordinate with key stake holders in the area in order to find out about transportation needs and deficiencies and to determine whether the socioeconomic data used in the transportation models is as accurate as possible.

**Overview of Meeting Discussion**

Mr. Metz had the following input:

- There is a 50-acre parcel (Park Corp) that is planned for 152 lots. There is a 52 acre triangular parcel and a large rectangular parcel that are part of a specific plan.
- There is a 20 acre parcel, a 13 acre parcel and a 1.6 acre parcel.
- The Twin Buttes area plans are currently on hold – this represents 8,400 acres. If copper prices exceed \$4.00, this area may go back to mining; however development in the area is currently on hold.
- There is a Freeport McMoran easement for 50 acres.
- There is a Komatsu Proving Ground in this area.

- On La Canada Drive, they have paid for the engineering for a full 4-lane facility with turnouts and median cuts.
- Camino Suenos de Sahuarita is the main entrance to KB Homes.
- They would like to reconstruct the road to the Titan Missile Museum to a 90 degree intersection, and connect it to Duval Commerce Drive.
- A triangular parcel (depicted on map used at the meeting) is planned for commercial development in that area.
- A rectangular 15 acre parcel (depicted on map used at the meeting) is planned for low, medium and high density residential and a mix of retail, hospitality and commercial uses. This was changed in the last two weeks. The rectangular parcel is estimated to have 12-15 RAC and sections with a 4 RAC. There are 5 connections planned to La Canada Drive and a loop to Duval Mine Road.
- There are 400 acres, north of Duval Mine that is approximately 300 feet above grade. Tailing ponds in this area are vegetated and they need to do geotechnical tests to see what development might be permitted in this area. There is some possibility for residential development. Another constraint is the need to bring in water. Because of the grades, they need lift stations and it would be expensive. Access to the area is from La Canada Drive.
- The Komatsu Proving Ground traffic and trucks access the area through Mission Road. Trucks may also use Magee Ranch Road.
- There are no other plans for purchasing property right now.
- There is a need to extend El Toro Road.
- Two traffic signals are planned- one is on La Canada Drive, into KB Homes, and one is further south on La Canada Drive.
- They hope to have a specific plan in a few months.
- Regarding multimodal needs, the planned loop road would have bike lanes and sidewalks. It is planned to be 90 feet wide. Minor roads will have a 60 foot ROW.
- There is a Sonoran Institute Report that discusses the extension of La Villita Road to Old Nogales Highway.

The meeting was adjourned at 11:50 a.m.

*ADOT Planning Assistance for Rural Arizona*  
**2009 Town of Sahuarita Area Transportation Study**

Contract T0849U0001  
Purchase Order PG TD 0250  
Task Assignment TPD15-09

**Freeport McMoRan Stakeholder Meeting**

**February 11, 2009**  
**Town of Sahuarita Public Works Department**  
**12:10 p.m. – 1:00 p.m.**

**Attendance**

Charlene FitzGerald, *ADOT MPD (Project Manager)*  
Arnold Velasco, *Freeport McMoRan*  
Brent Crowther, *Kimley-Horn & Associates, Inc. (Project Manager)*  
Mary Rodin, *Kimley-Horn & Associates, Inc.*  
Dave Pfordt, *Town of Sahuarita*

**Meeting Summary**

The meeting with Freeport McMoran was held on February 12, 2009 at the Town of Sahuarita Public Works Department. The meeting began at 12:10 p.m. and adjourned at 1:00 p.m.

Brent Crowther provided an overview of the transportation study. Key points were:

- This ADOT funded project is an update of the 1999 Transportation Study.
- Three planning horizons are being examined: 5 year, 10 year, and 30 year.
- The new study will be multi-modal.
- A major streets and routes plan will be developed for the Town.
- The project team is working to coordinate with key stake holders in the area in order to find out about transportation needs and deficiencies and to determine whether the socioeconomic data used in the transportation models is as accurate as possible.

**Overview of Meeting Discussion**

Arnold Velasco had the following input:

- They are planning on expanding operations in mining and dumping in the future and also have a buffer area. They lease property at Twin Buttes and use a haul road.
- A 30-year life is projected for the mines. They renewed the lease at Twin Buttes for the life of the operation.
- They do not like the Mission Peaks development plan, because there would be impacts to the residential population there. These impacts include noise, proximity to the mine, and other potential impacts.
- Check the population and employment projections for the area south of the Freeport McMoran area (this area was cut off on the map, but showed 718 populations).

- Their main access is via Duval Mine Road, Mission Road, and Continental Road. There is lots of truck traffic on Duval Mine Road – heavy trucks, supplies, equipment trucks, and haul packs (bringing trucks in pieces).

#### Roadway Needs and Deficiencies

- There is a need for more shoulders on Duval Mine Road. There are lots of “close calls” between bicycle and vehicular traffic.
- Similarly, there is a need for shoulders on Mission Road. Besides bicycle traffic, the Tucson Police Department has motorcycle practice on this road.
- Mr. Velasco noted that the Magee Ranch Road is used by the Ruby Star Airpark and the Mageeville area. This area owned by Sierrita Mining and Ranching, is like a subdivision. There are cattle grazing and some heavy construction in this area. He felt that no new connections were needed in this area.
- There is a rail spur along Duval Mine Road, into the plant. He said there are 100 cars, once every 2 to 3 days. He said the amount of rail cars depend on the type of concentrate carried. The rail cars can carry sulfuric acid, reagents, and chlorine.
- In 30 years, the mine will probably expand to the west.
- There is an adequate supply of dumping area, if costs increase with pumping. They are in the process of purchasing State Land south of the mine in order to provide a buffer area. He mentioned that there is pumpage in the area to recover water they are partnering with Pima County, on a conservation easement.
- He pointed out an area, near the Performing Arts Center, that had unexploded ordinance. He said that no homes could be built in this area.
- There are Caterpillar Proving Grounds to the south.
- Freeport McMoRan has their wells in Green Valley and Canoa Ranch. The main line is through Duval Waterline Road. They do not have a CAP allotment.
- There is a new school planned further east on Sahuarita Road, near the Freeport McMoRan property.
- Mr. Velasco would like to see a freeway on Sahuarita Road. He uses Sahuarita Road to go east on I-10, instead of going to Tucson. He mentioned that there are flooding issues on Sahuarita Road.

The meeting was adjourned at 1:00 p.m.



*ADOT Planning Assistance for Rural Arizona*  
**2009 Town of Sahuarita Area Transportation Study**

Contract T0849U0001  
Purchase Order PG TD 0250  
Task Assignment TPD15-09

**Stakeholder Meeting**  
**Rancho Sahuarita**  
**February 13, 2009**  
**Kimley-Horn and Associates**  
**2210 East Fort Lowell Road, Suite 200**  
**Tucson, AZ 85719**  
**10:30 a.m. - 11:30 a.m.**

**Attendance**

Charlene FitzGerald, *ADOT MPD (Project Manager) - by phone*  
Michael Bowman, *Rancho Sahuarita*

**Consultant Staff in Attendance**

Brent Crowther, *Kimley-Horn & Associates, Inc. (Project Manager)*  
Scott Beck, *Kimley-Horn & Associates, Inc.*  
Mary Rodin, *Kimley-Horn & Associates, Inc.*  
Dave Pfordt, *Town of Sahuarita*

**Meeting Summary**

The meeting with Rancho Sahuarita was held on February 13, 2009 at the Kimley-Horn offices. The meeting began at 10:30 p.m. and adjourned at 11:30 p.m. Brent Crowther provided an overview of the transportation study. Key points were:

- This ADOT funded project is an update of the 1999 Transportation Study.
- Three planning horizons are being examined: 5 year, 10 year, and 30 year.
- The new study will be multi-modal.
- A major streets and routes plan will be developed for the Town.
- The project team is working to coordinate with key stake holders in the area in order to find out about transportation needs and deficiencies and to determine whether the socioeconomic data used in the transportation models is as accurate as possible.

Michael Bowman provided the following information on current plans and transportation needs:

- Since 2001, Rancho Sahuarita averaged 570-576 homes constructed per year. In some years spikes were up to 900 homes constructed. Last year the average was 500 homes. On average, there are 2.3 persons per dwelling unit. There has been good growth in the Rancho Sahuarita area over the last 8 years. Use 500 to 600 dwelling units per year as an average in the Sahuarita market. Rancho Sahuarita has 5,000 more homes to build, or a 10-year supply.

He is not sure if this is accurate for Sahuarita as a whole. Population growth may not be equal in the short term.

- Rancho Sahuarita has an active adult community comprised of almost 500 units that average 1.7 persons per dwelling unit. There are 350 active adult units in Rancho Resort.
- Transportation needs are greatest at the I-19/ Sahuarita traffic interchange. Transportation needs at the I-19/ Pima Mine Road traffic interchange are also a high priority.
- Currently 60-70 percent of the Rancho Sahuarita traffic goes to north to Pima Mine Road. As development becomes more commercial in this area, the traffic distribution may change.
- How does the Sahuarita Corridor concept fit into Pima Mine Road, Sahuarita, and to a lesser extent El Toro Road?
- The need for connections to Sahuarita Road depends on other developments taking hold. There is too much political emphasis on Sahuarita Road.
- In the short term there is a need for turn lanes on Nogales Highway.
- If the Southlands /Sahuarita area grows to 250,000 population over the next 30 years then Sahuarita Road corridor would be needed east-west. Mr. Bowman is not sure if this growth is realistic.
- If population grows greater than 250,000 persons then Sahuarita will need other east-west connections, such as Pima Mine Road (first) and El Toro Road (second). There is over-aggressiveness on the amount of funds spent on Sahuarita Road. Provision of more left turns as you go east will enhance capacity. Not sure if 4-lanes, and associated right-of-way acquisition on Sahuarita Road over the next 10-15 years is a priority.
- School bus turnouts are a need.
- Projects on Houghton Road/Sahuarita Road.
- More local connections, e.g. La Villita Road extension to Duval Mine Road should be considered a priority.
- Mr. Bowman is not sure if the Quail Crossing connection project is justified from a cost/benefit analysis.
- Twin Buttes Road/El Toro Road improvements should be a greater priority than the Quail Crossing connection.
- The emphasis should be on “growing out” from a central core as opposed to a sprawl model.
- At the El Toro Road and I-19 area Mr. Bowman is not sure if a traffic interchange is needed, but perhaps right-of-way is available. The Mission Peaks and FICO developments would also benefit from improvements in this area.
- The mines are key players because of railroad spurs- little use – estimate 5 rail cars per day at peak, 5 days per week at Pima Mine Road. The cars are loaded with copper ingots. He wonders if there is an alternative to use the rail system for multimodal operations. The rail spurs provide a backbone for a light rail system. He has not seen a train on the spur near El Toro Road.

- It would be nice to have rail service. Sahuarita is well positioned for light rail. There could be coordination with the rail industry to use the rail system for commuter traffic during peak times, and then for industrial use during off-peak times. This happens in larger cities. He would rather see \$ 10 million go into buying light rail cars. It will be interesting to see the level of use of the Phoenix light rail system. Right now, it would make more sense to have this type of service in Northwest Tucson, because there is greater population density there. He sees greater demand for a light rail service between Phoenix and Tucson than between Tucson and Nogales.
- South of Sahuarita, there is an 800 acre parcel, and 400 acres are commercial /retail.
- A downtown commercial node makes sense. There may be a node at the east end of Sahuarita. Start planning in the middle of the Town, as a focal point. Extend La Villita Road. Facilitate growth to the core of the Town. Phase infrastructure over time. Allow development to pay for infrastructure.
- Pima Mine Road becomes a focus for an east-west connection. There has been a precedent in the Phoenix area for building limited access facilities on Reservations; however the time frame to coordinate an improvement is longer. Start the conversation now. There is a 750-bed federal detention facility planned on the Tohono O'odham Nation at Nogales Highway/Pima Mine Road.
- Moving the I-19/ Pima Mine Road intersection to the north has been discussed.
- If there is a concept for the afterlife of the mines, e.g. a landfill, this would be helpful for planning. Brent Crowther mentioned that the Kennecott mines in Utah integrate planning for future development. It is important that future needs get taken into consideration. Plan something to allow El Toro Road to be extended.
- Plan for another north-south connection between Pima Mine Road and Sahuarita Road. A private road mine road could become a public road.
- On Old Nogales Highway the provision of passing lanes, left turn lanes, and better traffic control will reduce the stress on I-19. Mr. Bowman can see Old Nogales Highway as a 4-lane divided facility. Old Nogales Highway needs more improvements because people are driving every day to commute to Raytheon and other employers in this area. Improvements to Old Nogales Highway, north to I-10 should be a short term focus.
- Other short term transportation improvement priorities:
  - Nogales Highway/ Pima Mine Road Intersection – there are long queues (20 plus cars) during peak hours.
  - Sahuarita Road / Nogales Highway – there are long queues (20 plus cars) during peak hours.
  - Rail crossings - check specific issues.
  - Sahuarita schools – it is hard for school traffic to get out onto Sahuarita Road.
  - Police and Fire Department need a “back door”. There are traffic backups on Old Nogales Highway and there are no north-south alternatives. The police and fire department have problems with delays at the north end and south end of Rancho Sahuarita Road. There are 3-4 new fire stations planned. For example, there is a fire

station planned at Quail Crossing. There is a need to find projects to benefit a larger group.

- He would like to see a shift from transportation projects to projects that spur economic development and retail and sales. Bringing jobs to a core area is needed to support a downtown area and will create economic vitality.

ADOT Planning Assistance for Rural Arizona  
2009 Town of Sahuarita Area Transportation Study

Contract T0849U0001  
Purchase Order PG TD 0250  
Task Assignment TPD15-09

**Stakeholder Meeting**  
**Farmers Investment Company (FICO)**  
**February 10, 2009**  
**4:00 p.m. – 5:00 p.m.**

**Attendance**

Dave Pfordt, *Town of Sahuarita*  
Brent Crowther, *KHA (Roadway Study Group)*  
Mary Rodin, *KHA (Roadway Study Group)*  
Dick Walden, *FICO*  
Nan Walden, *FICO*  
Frank Thompson, *(FICO Representative)*  
Scott Beck, *KHA (FICO Representative)*  
Charlene FitzGerald, *ADOT Project Manager*  
Don Willie, *KHA (FICO Representative – by phone)*  
Heather Smith, *KHA (FICO Representative – by phone)*

**Meeting Summary**

The meeting with Farmers Investment Company (FICO) representatives was held on Tuesday, February 10, 2009 at the Town of Sahuarita Public Works Department Conference Room. The meeting began at 4:00 p.m. and adjourned at 5:00 p.m.

Mary Rodin provided an overview of the transportation study. Key points were:

- This ADOT funded project is an update of the 1999 Transportation Study.
- Three planning horizons are being examined: 5 year, 10 year, and 30 year.
- The new study will be multi-modal.
- A major streets and routes plan will be developed for the Town.
- The project team is working to coordinate with key stake holders in the area in order to find out about transportation needs and deficiencies and to determine whether the socioeconomic data used in the transportation models is as accurate as possible.

**Overview of Meeting Discussion**

- (Dick Walden) We are working on plans as to what we might do with our land in the future. These plans will possibly include 20,000 to 25,000 housing units.
- (Dick Walden) The land in the area along the river may retain some open space, but development will be quite heavy.

- To verify FICO's numbers, you would need to add the numbers shown in different categories in the projection information.
- Part of the process will be to review the population and employment projections in each of the Traffic Analysis Zones (a traffic analysis zone is the unit of geography most commonly used in transportation planning models, and were shown by the green boundary lines). We will also be reviewing the locations of centroid connectors, which link the center of activity within the traffic analysis zones to the street system. Centroid connectors were shown by yellow lines on the map.
- 2040 population numbers appear to be low.
- (Brent Crowther) Most of the numbers are place holders at this point. The numbers may not reflect what will occur in the next 30 years.
- (Frank Thompson) The updated town center plan has given us more information and projections of population to work with.
- The plan should also address connectivity along the river (bike paths, etc.). This information will need to be included in the background information examined.
- (Dick Walden) We are looking at long range plans and projects we believe will have reasonable USC PUG (Providers and Users Group) numbers.
- (Frank Thompson) We are looking at USC PUG numbers (water usage/needs for the area). We are just starting digging into the RTA data for land use over time and trending. FICO has been good about looking at land use and over time will be glad to share the information found with the Sahuarita Transportation Study team. Preliminary numbers will be based on pre-annexation agreement with the understanding that better numbers/estimates will be available in the future.
- (Dave Pfordt) Regional study in 1999 was prior to large growth in the area.
- Additional plans that will have impacts on the roadways include large areas of state land to the east and west.

### **FICO Concerns**

- (Dick Walden) Some of the pecan trees are over 100 years old and still producing. The trees will most likely out last all of us. They have a very long life (400 years). Their lifespan will not be a planning factor. The absorption of farming (i.e. Chandler) will probably be what we see in this area. FICO is a multi-generational organization (daughter involved and grandsons will be involved in the future). FICO is not just located in Sahuarita; they have holdings in many other areas. They will continue in the industry whether it is 100% in this area or not.
- What is the timing of the information that can be shared by FICO in order to assist in projecting transportation needs?
- (Dick Walden) We have the opportunity to help make decisions that will be a major benefit to the area 30 years from now.
- To have a roadway plan with preset alignments and right-of-ways for future growth will be a large help to the area in the future.
- (Nan Walden) FICO has held back on some land sales and development in order to assist the area with future planning, including to allow for the preferred gateway to the Town to be determined.
- Preference would be a plan looking at current and future needs. We would like to see Sahuarita Road operate efficiently and not be over-capacity.

- (Frank Thompson) The first step might be for Frank and Don to go over the numbers and compare them with the pre-annexation agreement number. Points to be considered would include:
  - Build-out (including geographical distribution)
  - Trending (30 year scenario should be good information – 10 years out will be harder to project, 5 years will be easier)
- (Nan Walden) By summer or early fall, we will be further along in the FICO process with the Town. We will have more detailed numbers at that time.
- (Nan Walden) We have some major concerns in the area:
  - Traffic demand on Sahuarita Road
  - Placement of schools, shopping, hospital through the Town Center – can the traffic be handled in this area?
- The pedestrian paths near the school and town center will be a help in that area.
- (Nan Walden) We feel strongly there will need to be another east/west corridor. If we have gridlock on Sahuarita Road, it won't help anyone in the area. We are concerned about the perception about the community by those who come here if Sahuarita Road is not given a reliever of 1 or 2 roads.
  - El Toro could be an alternative provided.
  - We understand there is an issue with ADOT with spacing of the interchanges along the freeway. Even if some of the traffic can be diverted to frontage roads, it would be a help to the area.
  - The potential for the loop outside of Tucson would make sense.
  - (Dick Walden) A PAG study showed a different alignment south of El Toro.
  - (Scott Beck) That alignment is a lower level arterial, not regional.
  - (Nan Walden) An arterial is needed in the area. There is heavy truck traffic coming from Nogales several times a day. We do not hold to the theory that if you don't build it, they won't come. They are coming one way or the other.
- (Nan Walden) Some of our other concerns are light rail and the management of the River Corridor. We need to make sure the bridges are sized to control the flow and the floodplains. This concerns the railroad bridges also.
- (Dick Walden) The river channel has been in the same location since at least 1949. There is a story of a family around 100 years ago that had to camp out for several days while they waited for the flooding to go down. This was in the area containing all the mesquite trees.
- (Dick Walden) We have been considering the idea of light rail to be located on the east side of the Union Pacific Railroad to come down at least to Sahuarita and possibly at some point all the way to Green Valley.
  - (Nan Walden) We are reserving an area on our land for such a purpose.
  - (Dick Walden) We would like to suggest reserving a corridor now for that use.
  - (Charlene FitzGerald) The team has heard Nogales is looking at light rail to eventually go all the way to Tucson. The corridor could be used for other purposes, such as nature trails, until the intended use is needed.
- (Dick Walden) Kimley-Horn is working with Sahuarita on the impacts to FICO if a bridge were built for the De Anza Trail where you could go underneath to the dry river and then back up, where it would not be an interruption to traffic activity. This would be a great option for trail rides, to walk bikes across, or to use for marathons. Wildlife crossings would be a good use as well. In some areas they have put some lighting in to attract the animals through the paths.

- (Dick Walden) In regards to the upper Santa Cruz water, one approach being considered is to bring additional CAP water down from the Pima Mine terminus. FICO currently has a permit for the farm in Sahuarita with authorized quantities for storage of CAP water per year. CAP is open to additional permits. There will very likely be a pipeline that will come all the way down to the lower southern ranch. The study should allow for increased utility corridors.
- (Nan Walden) The County is planning to develop the historic Canoa Ranch into the “Williamsburg” of ranching, with 17 buildings. This is near the Canoa Road interchange.
- Major utilities – replenishment of groundwater - will be a traffic concern as well.
  - Under law established in 1995, the district has the obligation to replenish the water pumped with renewable sources. Even if you can demonstrate 100 year water supply, you still will be required to comply.
- (Waldens) Offered to be a source for any historical information regarding the area that they can provide.
- (Scott Beck) There is no road crossing the river for the Rancho Sahuarita area. The model needs to be refined for actual roadways existing.
- La Villita extension has been identified in the Regional Transportation Plan.
- Is the area on the west side of I-19 going to remain mining or will it become residential? This is a question to be posed to Freeport-McMoran.
- American Nevada project will identify major activity centers which will help with roadway planning.
- The Experimental Range has been in existence for over 100 years. This is the biggest bank of range land management data in the southwest.
  - (Scott Beck) There is potential for unexploded ordinance near/within the area. It was previously used as a target practice area. From a regional planning standpoint, they have avoided the area because the cost for environmental clearance would be too high. This will probably end up being historic lands.
- (Nan Walden) Discussions with Freeport (Phelps Dodge) have yet to be held. They have a plan of about 7 years to work with the State and create a buffer of about a ½ to 1 mile area. This is new information as of yesterday. Contact for further information: Richard Ducote, main phone # 648-8622, cell phone # 235-2688, email: Richard\_Ducote@fmi.com. Suggested the team email him for information. He is their PR community relations man.
- (Dick Walden) We are also planning to have other pedestrian, cycling and some equestrian trails other than the main trail.
- (Dick Walden) Railroad bridge spur lines are undersized. There is preliminary planning to rebuild the Pima Mine Bridge.
  - (Charlene FitzGerald) There is a railroad commission in Arizona. ADOT works with them, as well as they have their own rail department. They deal with it at the higher level of the Arizona Corporation Commission. Nan Walden requested contact information.
  - (Nan Walden) The bridge size on Continental Road fits the use. We would like to compliment those responsible.
  - The yellow lines on the exhibit are the centroid connectors – discussion will be made with Frank on revising those to match land uses.



- (Charlene FitzGerald) Suggestion was made that the map should have an overlay with the rail crossings shown over the plans.
- (Nan Walden) We have held back on the corners to give the Town the best gateway. This is reflected in the DCR, and the CIP. We are working on our current and future conditions and would like to have this completed to get accurate projections. We should have this information within the next couple of months. Probably in the summer time we will be more concerned about phasing.
- Turning west at Continental Road can cause a major backup. Is the Green Valley Post Office going to be moved? No, the access will be reconfigured.
- The latest RTA plan can be accessed off the web site. They are currently in the process of updating it.

### **Open House Discussion**

- An open house will be held at the end of May.
- (Nan Walden) We would like to suggest some kind of presentation (a project overview, population projects, etc.) be made at the open house, not just storyboards.
- (Brent Crowther) The open house will most likely be held from 5 to 7 with a presentation being made at approximately 5:30. They will try to have technical people available.
- Information will be on the web site for ADOT's MPD (under studies - PARA's).
- All Technical Advisory Committee minutes will be on the web site. They will map the originating location of comments/suggestions made.

### **Project Schedule**

- Target date for final product is December.